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Date: 9/22/03 3:20PM
Subject: Tuesday Conference Call

We've scheduled a conference call for tomorrow at 1pm Pacific Time to discuss the latest developments on the WIPP transuranic waste shipments

The call-in number is: 866-257-0473
The access code is: *1341340000* (the star keys must be entered)

Thanks and we'll talk to you then.

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 Date: 9/22/03 5:00PM
 Subject: Tuesday Conference Call

To help get everyone up to speed on what's been happening on the Nevada Test Site nuclear shipment routing issue, here's a brief summary.

1. WGA sent a letter to DOE offering a compromise whereby CA would accept the first round of shipments (about half) from NTS to WIPP, as long as DOE and states agreed on a route and timetable for the second half. The WGA letter is at.

<http://www.westgov.org/wga/initiatives/wipp/WGAcompromise-ltr-8-12-03.pdf>

2. We are working to uphold this compromise in developing "paths forward."

3. WGA, DOE and states held a conference call on Sept. 11. DOE provided their analysis of eight alternate routes from NTS to WIPP. DOE's data showed that the northern route (the alternate route most likely to which states could agree) was several hundred miles longer, much more expensive, and would require a NEPA analysis, when compared to other routes. DOE wants to transport 60% of the waste (61 shipments) in the first round of shipments and about 40%, or 44 shipments, in the second round. The second set includes oversized drums and uncharacterized waste, which would require licensing a new package design with the Nuclear Regulatory Commission. DOE expects to make the second round shipments in about three years and plans to have all TRU waste removed from NTS by 2007. DOE wants to begin the first round Jan. '04. A map and chart of DOE's alternate routes are Attachments 1 and 2 and a map comparing SR 127 and SR 160 is in Attachment 3.

4. WGA, CA and NV had follow-up calls to discuss conditions under which the first shipments could occur. Two choices emerged from those discussions:

a. CA agrees to allow the first set of shipments, if DOE agrees to conditions to help ensure that the second set of shipments actually occur on a non-CA route and within a certain time period. These conditions might include

- (i) WGA, affected states, and DOE will negotiate in good faith an alternate route for the second set of shipments;
- (ii) ~~WGA and DOE will identify an agreed-upon alternate route for the second set, so that the second set of shipments will begin within three years;~~
- (iii) Routes for the second set will exclude predominantly CA routes in the initial 200 miles of shipment (would exclude DOE Routes 1, 2, 3, and a route proposed by NV from 160 via Baker and Barstow);
- (iv) HRCQ shipments would not be allowed on any state route without the affected states' prior concurrence, and
- (v) DOE will reimburse the California Highway Patrol for escorts for shipments in CA.

b. WGA requests that DOE work with states to identify an alternate route and timetable for the second set of shipments, before the first set of shipments could occur.

The second option (b) offers more protection for CA. It's unlikely that DOE and states can agree on an alternate route for the second set of shipments, once the first set of shipments have been made. The main incentive for DOE and states to negotiate an alternate route for the second round shipments was that the first round wouldn't occur until a route and timetable were agreed upon for the second set. Getting consensus on an alternate route will be difficult. After long discussions, facilitated by WGA, states (CA, NV, AZ, NM, CO, WY, UT) agreed that a northern route was a possible alternate route to which they could agree. However, DOE says this northern route would be very expensive, much longer

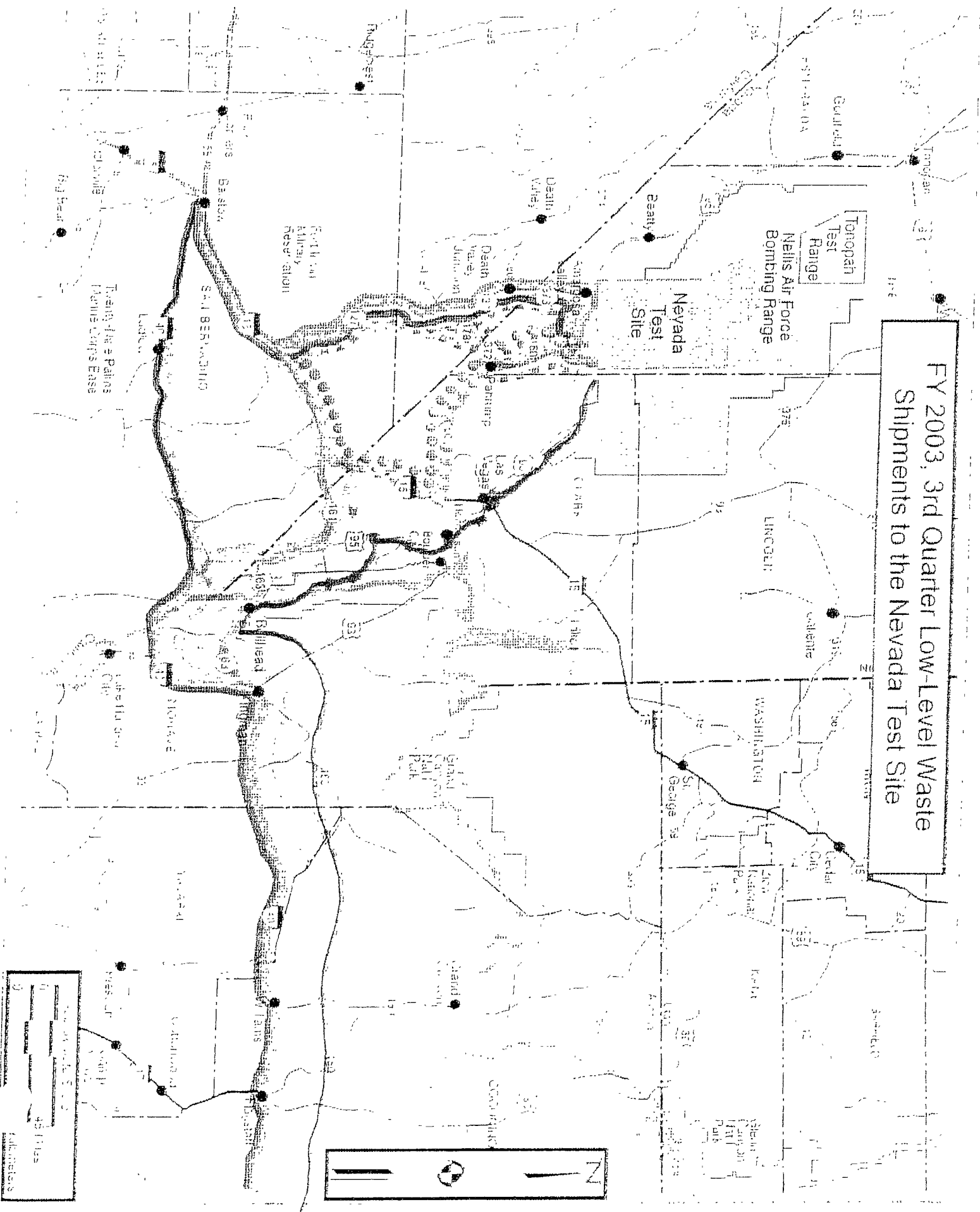
(hundreds of miles longer than SR 127 and SR 160), and would require a NEPA analysis. DOE suggests that any additional costs for using the northern route could be paid out of WGA funds (states wouldn't likely agree to this!) Nevada objects to identifying any specific alternate route, because of opposition from Clark Co for using SR 160 and they need to consult with their local governments first and negotiate a price tag for DOE using the alternate routes.

That's all for now

Barbara Byron
916-654-4976

FY 2003, 3rd Quarter Low-Level Waste Shipments to the Nevada Test Site

The map displays the state of Nevada with major highways and geographical features. A thick black line traces the route of waste shipments, originating from the Nevada Test Site in the northeast, passing through Las Vegas, and extending westward towards the Toiyabe National Forest. Key locations along the route include Tonopah, Primm, Mesquite Lake, and the Toiyabe National Forest. A scale bar in the bottom left corner indicates distances up to 45 miles. A north arrow is located in the bottom right corner.



Analysis of Various Routing Options for NTS Through California and New Routing Through Nevada and Utah to WIPP

Route	Route Name	NEPA	Miles	Cost to Shipper	Transportation Costs/Shipper (155 Shippers)	Total Transportation Costs	ER Terminals	ER Terminals	ER Terminals
Route 1 (NV-373, CA-127, I-15, I-40)	Barstow	None	903	\$ 6.00	\$ 5,418	\$ 297,990	\$ 16,000	\$ 313,990	
Route 2 (NV-373, CA-127, I-15, NV-164, US-95, I-40)	Searchlight	Possible Supplement Analysis	824	\$ 6.00	\$ 4,944	\$ 271,920	\$ 20,000	\$ 291,920	\$ (22,070)
Route 3 (US-95, NV-160, NV-372, CA-178, CA-127, NV-164, US-95, I-40)	Pahrump/Eaker/Searchlight	Possible Supplement Analysis	845	\$ 6.00	\$ 5,070	\$ 278,850	\$ 24,400	\$ 303,250	\$ (10,740)
Route 4 (US-95, NV-160, I-15, NV-164, US-95, I-40)	Pahrump/Searchlight	Supplement Analysis	817	\$ 6.00	\$ 4,902	\$ 259,610	\$ 32,100	\$ 301,710	\$ (12,280)
Route 5 (US-95, I-15, NV-164, US-95, I-40)	Las Vegas	Supplement Analysis	814	\$ 6.00	\$ 4,884	\$ 268,620	\$ 61,000	\$ 329,620	\$ 15,630
Route 6 (US-95, I-515, US-93/95, US-95, I-40)	Las Vegas/Searchlight	Supplement Analysis	788	\$ 6.00	\$ 4,728	\$ 260,040	\$ 66,000	\$ 326,040	\$ 12,050
Route 7 (US-95, US-6, US-93, I-80, I-25, US-285)	Northern	Environmental Assessment or Environmental Impact Statement	1,517	\$ 6.00	\$ 9,102	\$ 500,610	\$ 64,017	\$ 564,627	\$ 270,637

